

ISSAQUAH GATEWAY SENIOR HOUSING
NEWPORT WAY
PRE-APPLICATION SUBMITTAL
MAY 11, 2015



THE WOLFF COMPANY



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DESIGN TEAM:
VIA - ARCHITECTURE
COMMUNITA - LANDSCAPE ARCHITECTURE
TRIAD - CIVIL
TALASEA - WETLAND
TEN W - TRAFFIC



PRE-APPLICATION SUBMITTAL

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DESIGN NARRATIVE:

The Issaquah Gateway Senior Housing development is intended to meet the intent of the Central Issaquah Plan (CIP) guidelines and provide a transition from the nearby low density residential development to a more dense and semi-urban development typology within the boundary of the CIP area. The goal is to provide seniors with housing that allows independence with varying care options, dependent on individual need.

The building will accommodate 136 residential units with associated services for a senior living facility with 115 parking stalls, including 39 tuck-under garage and 76 surface stalls. The intent is to meet the goals of the Central Issaquah Plan while providing senior living opportunities to the area.

The site is located on the western edge of Schneider Creek, between the Creek and Newport Way. The creek buffer will be reduced by twenty five percent, as allowed with enhancements, which will be similar in nature to the Gateway apartment’s enhancement to the east of Schneider creek. This buffer and some areas of steep slope on the site have reduced the developable area of the site as shown in the developable area diagram.

Access to the site is somewhat constrained and a new access point is planned from Newport Way at the North end of the site with a new frontage road introduced to the west of the building. This allows the project to consolidate the access from Newport way and introduce the standard neighborhood street typology per the Central Issaquah Development and Design Standards. This strategy also allows reconciliation of the difference in grade from Newport Way to the building site. The design team is requesting a code interpretation for the building height to be measured from this new frontage road as there are no existing roads on site and this is understood to be a forthcoming code amendment. With this interpretation, the building is within the height limit allowed per CIDDS measured to the midpoint of the roof and is able to meet the minimum FAR for the site.

Connectivity between this development and the adjacent Gateway Apartments development is achieved through a proposed pedestrian bridge over Schneider Creek at the location of the existing utility crossing and the plate spanning the creek. Additionally, this will also allow access between this development and the new neighborhood park at the apartment site achieving connectivity goals stated in the CIDDS.

The building design makes use of the surrounding character and terrain. The site is bounded on the west by Newport Way and the terrain at the street is heavily wooded while steeply sloping to a wetland at Schneider Creek. There is a panorama of forested hills to the east and upper level dwelling units will have northeast views to Lake Sammamish. To the west the land quickly rises beyond Newport Way with a hillside interspersed with trees, existing single family homes, and an existing multifamily structure. A significant portion of the site will be preserved as Schneider Creek buffer area.

Vehicular access from Newport Way will quickly turn parallel to the street and descend to a drop off area at the main building entrance. This will be a neighborhood street type with parallel parking along the drive. The access drive will continue around the south end of the building to a lower parking court on the east side. The parking court will provide access to tuck-under garages beneath the building.

The building will consist of two wings whose axes run parallel to the contours and step with the slope. The wings are to be four stories each, designed for senior living, over lower level garages. The wings are connected by a community center including the lobby, dining, exercise facilities, and support spaces.

Visitors will enter the lobby beneath a canopy from the drop-off area. The lobby will have a high ceiling and a glass wall, through which residents will see lofty views across the wetland to the hills. The lobby and dining are envisioned as highly open with mezzanines and decks to optimize the indoor-outdoor experience with a central location to encourage social interaction. Residents will enjoy a range of exercise equipment and will be afforded amenities such as a salon, wellness center, theater, multipurpose room, and art room. In addition, outdoor facilities are to afford connectivity to an overlook ramada area with a pedestrian bridge across Schneider Creek.



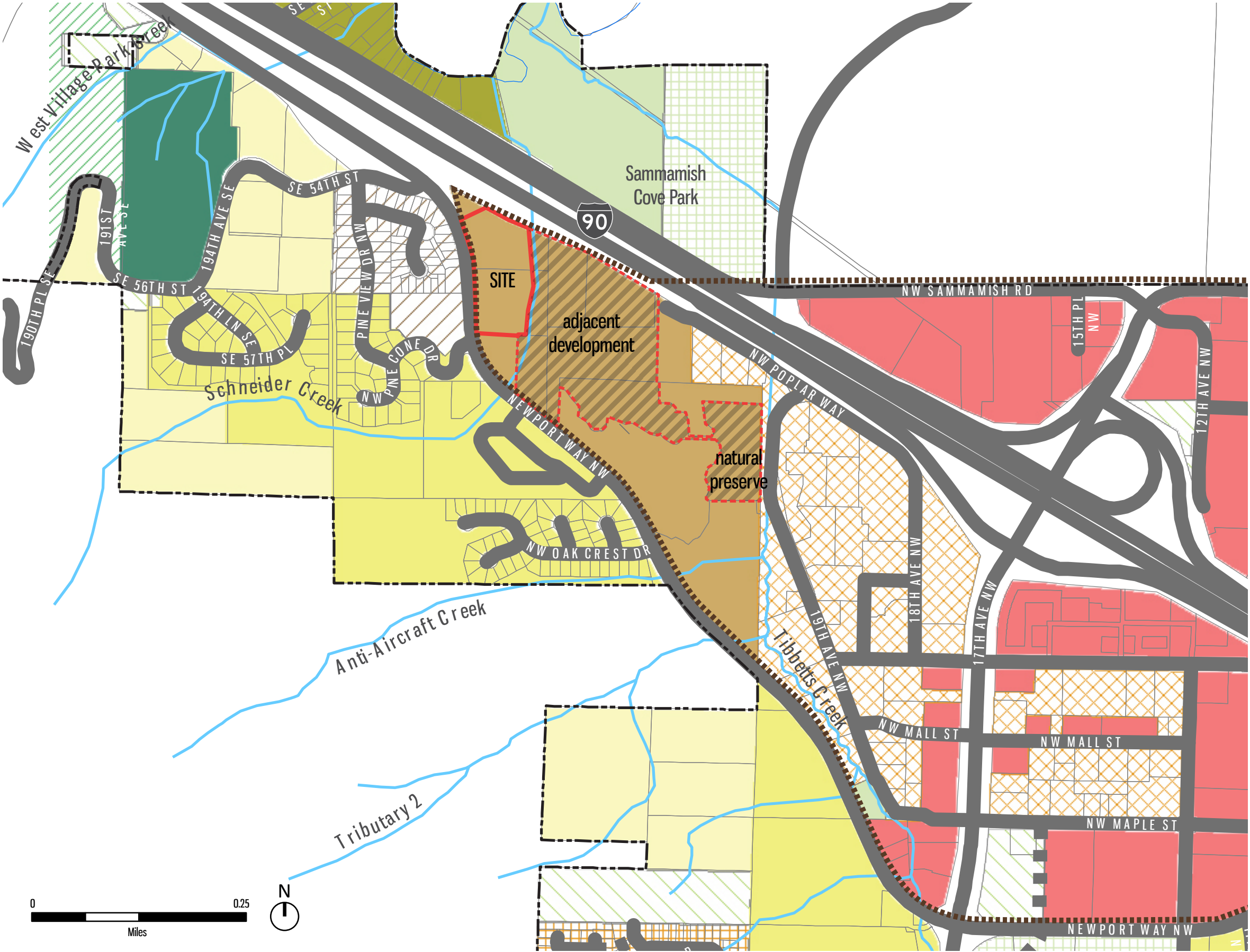
SUMMARY:	
DESIRED USE -	MULTIFAMILY RESIDENTIALS: SENIOR LIVING
ZONING -	VILLAGE RESIDENTIAL ZONE in C.I.P.
TOTAL SITE AREA -	8.04 ACRES; 350,222 SF
# OF UNITS -	136 (192 BEDROOMS)
# PARKING SPACES-	39 GARAGE, 76 SURFACE (115 TOTAL)
FAR:	0.789 - SEE CALCULATIONS ON SITE PLAN

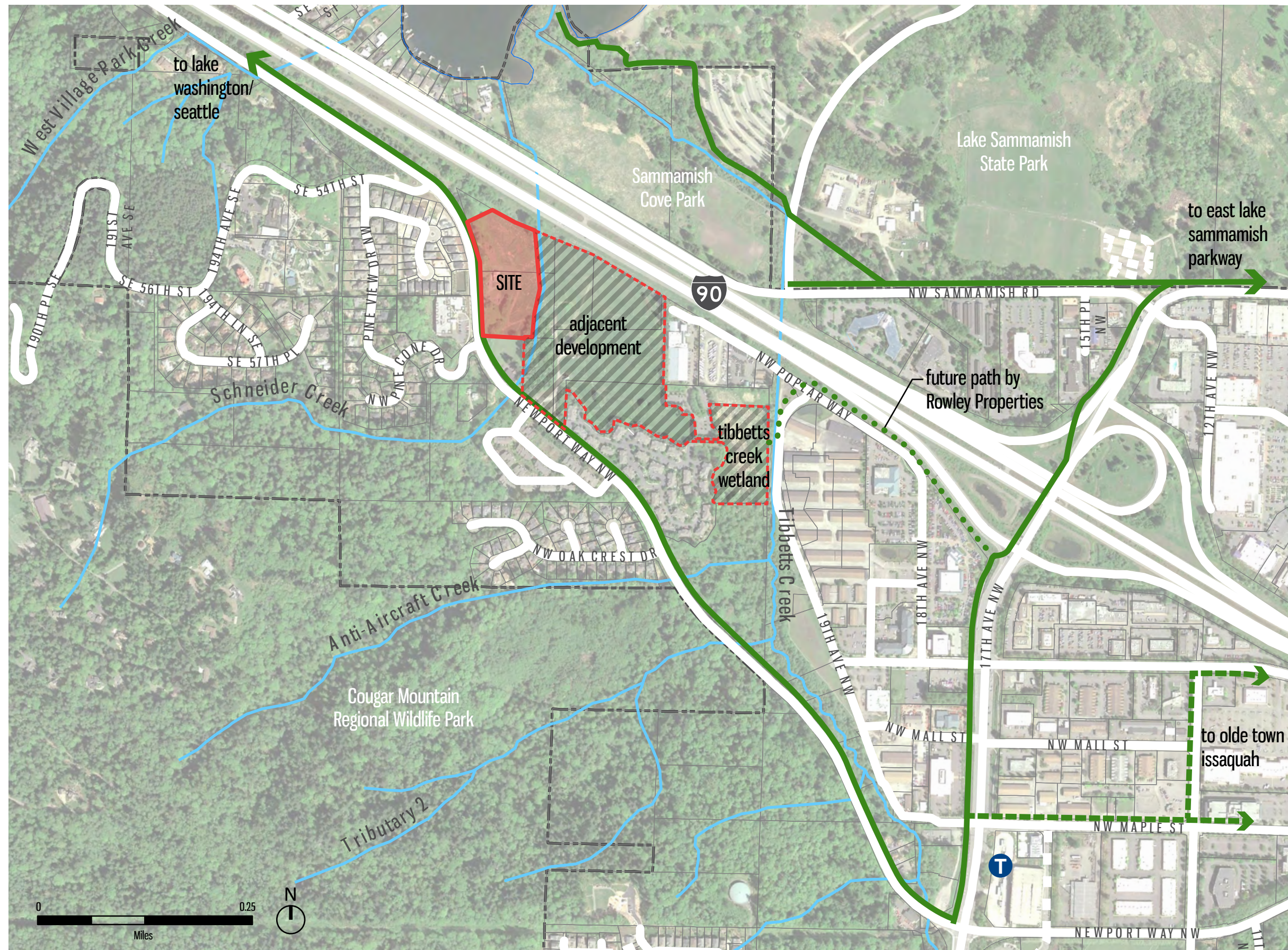
CITY OF ISSAQUAH ZONING

LEGEND

- C-REC - CONSERVANCY RECREATION
- CF-F - COMMUNITY FACILITIES - FACILITIES
- CF-R - COMMUNITY FACILITIES - RECREATION
- CF-OS - COMMUNITY FACILITIES - OPEN SPACE
- C-RES - CONSERVANCY RESIDENTIAL - 1 DU/ 5
- SF-E - SINGLE FAMILY ESTATES - 1.24 DU/
- SF-S - SINGLE FAMILY SUBURBAN - 4.5 DU/
- SF-SL - SINGLE FAMILY SMALL LOT - 7.26 DU/
- MF-M - MULTIFAMILY MEDIUM - 14.52 DU/
- MIXED USE RESIDENTIAL
- VR - VILLAGE RESIDENTIAL
- UC - URBAN CORE
- UV-R - URBAN VILLAGE - ROWLEY

- Proposed Project Site
- Adjacent Development
- Stream
- Issaquah City Limit
- Central Issaquah Plan Area











Site Conditions Diagram.ai

MAP OF ACCESS OPPORTUNITIES & CONSTRAINTS

LEGEND

-  Mountains to Sound Greenway
-  Proposed Project Site
-  Other Area
-  Stream
-  Issaquah City Limit
-  Transit Center

EXISTING SITE CONDITIONS: PHOTOS





1. VIEW SOUTH FROM I-90



2. VIEW WEST FROM SITE

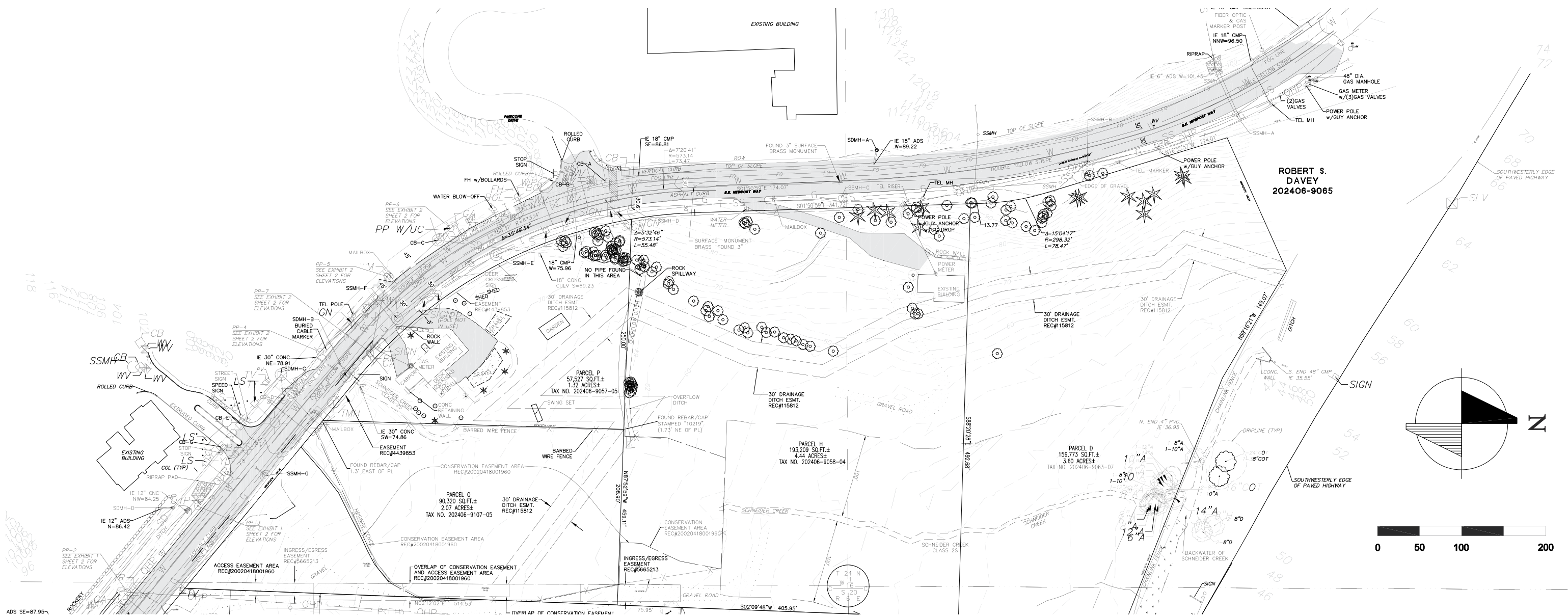


3. VIEW WEST FROM I-90

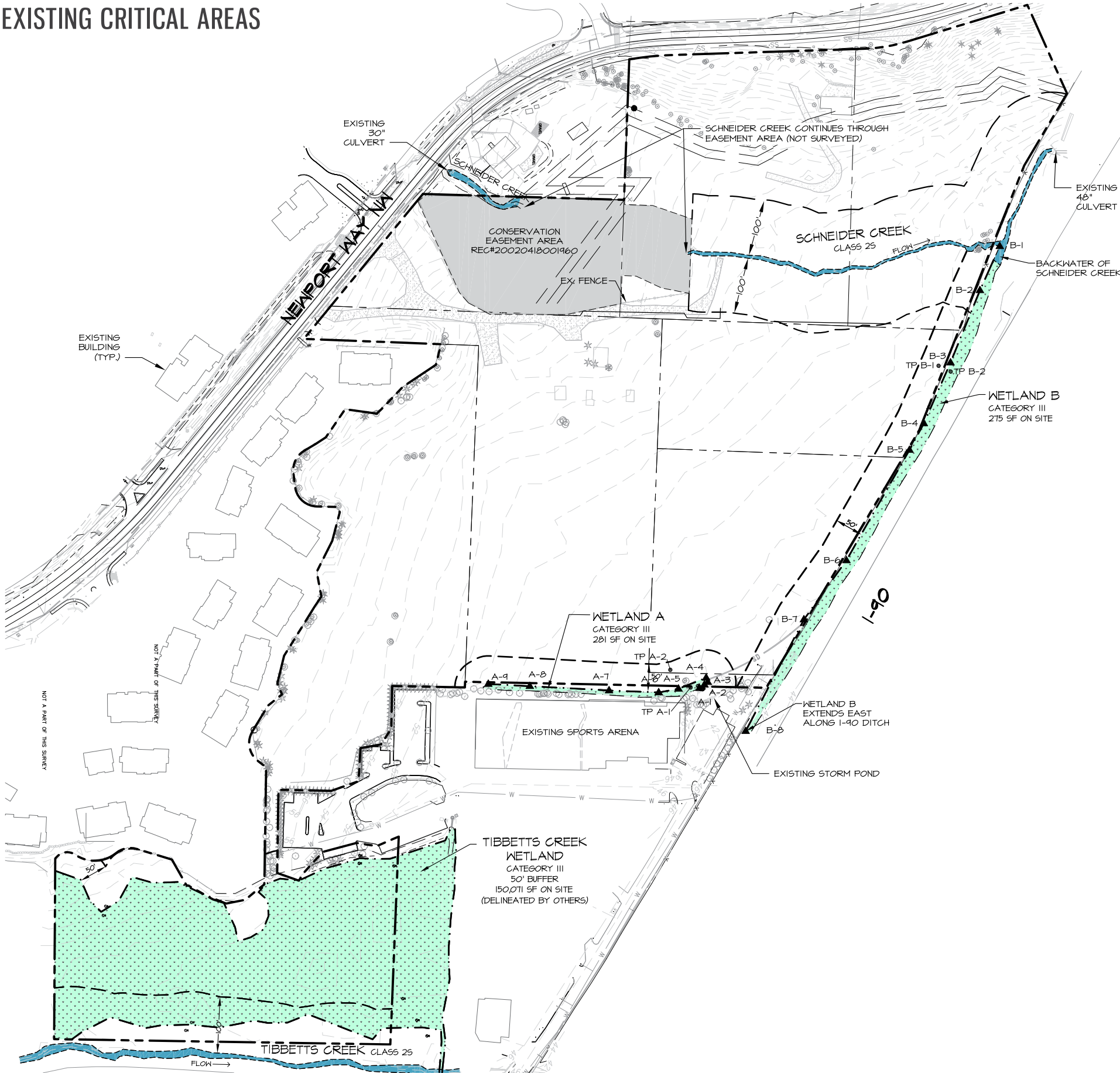


4. VIEW EAST FROM I-90

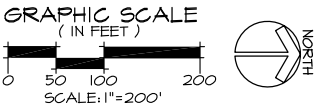
DEVELOPMENT SITE SURVEY



EXISTING CRITICAL AREAS



EXISTING CONDITIONS PLAN



PLAN LEGEND

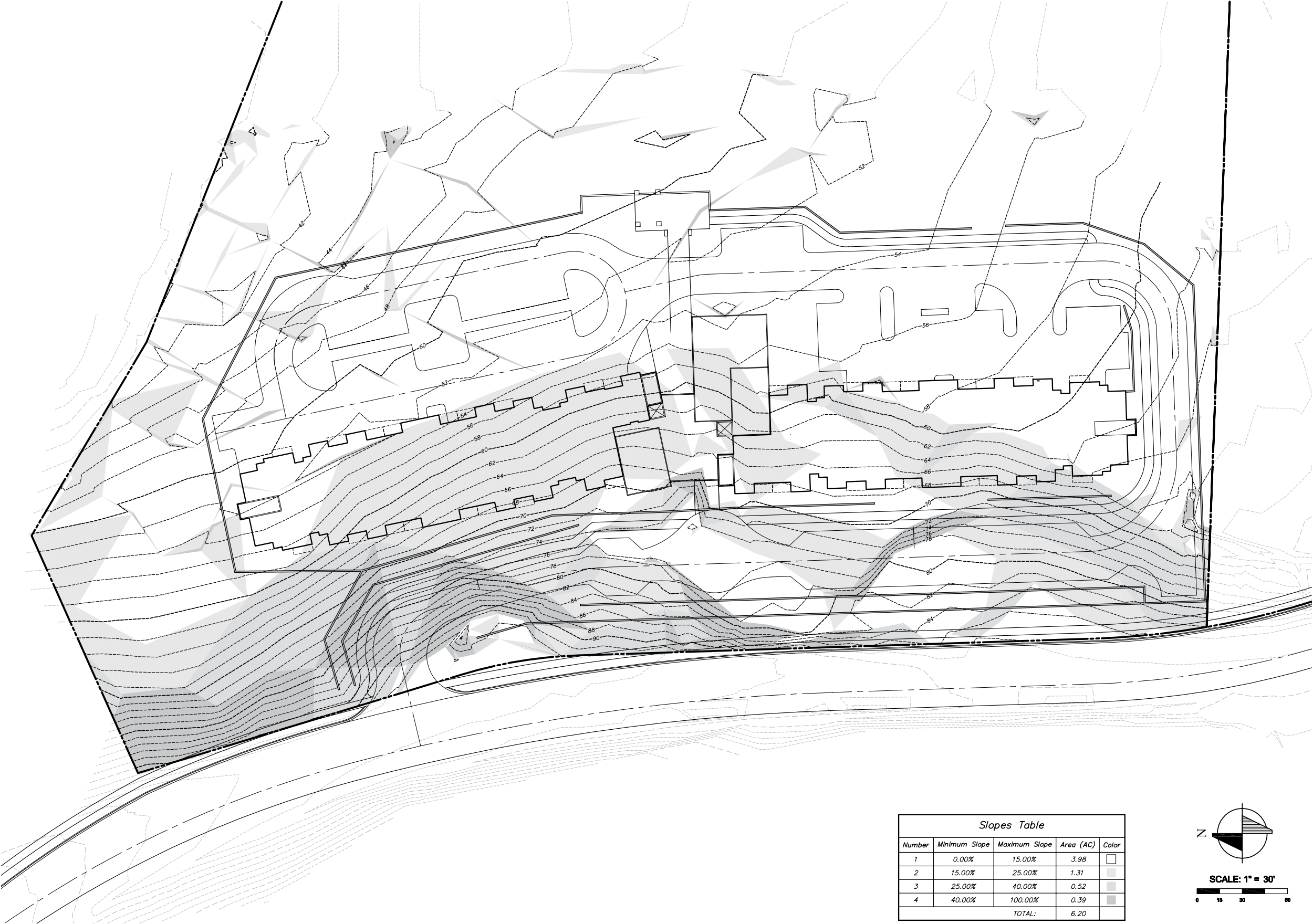
- PROJECT SITE BOUNDARY
- EXISTING WETLAND
- APPROXIMATED WETLAND BOUNDARY (NOT SURVEYED)
- WETLAND BUFFER - STANDARD
- STREAM BUFFER - STANDARD
- STREAM ORDINARY HIGH WATER MARK (OHWM)
- FLOW → DIRECTION OF FLOW
- 100' --- EXISTING CONTOUR
- ▲ A-# WETLAND FLAG LOCATION
- TP-# SOIL TEST PLOT LOCATION
- ★ EXISTING TREES
- CONIFER DECEIDUOUS

NOTES

1. SURVEY PROVIDED BY TRIAD ASSOCIATES, 12112 115TH AVE, NE KIRKLAND, 98034-6929, (425) 821-8448.
2. SITE PLAN PROVIDED BY VIA ARCHITECTS, 1809 7TH AVENUE STE. 800 SEATTLE, 98101, (206) 284-5624.
3. SOURCE DRAWINGS HAVE BEEN MODIFIED BY TALASAEA CONSULTANTS FOR VISUAL ENHANCEMENT.

 **TALASAEA**
CONSULTANTS, INC.
Resource & Environmental Planning
15020 Bear Creek Road Northeast - Woodinville, Washington 98077
Bus (425) 861-7550 - Fax (425) 861-7549

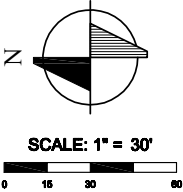
EXISTING SLOPE ANALYSIS



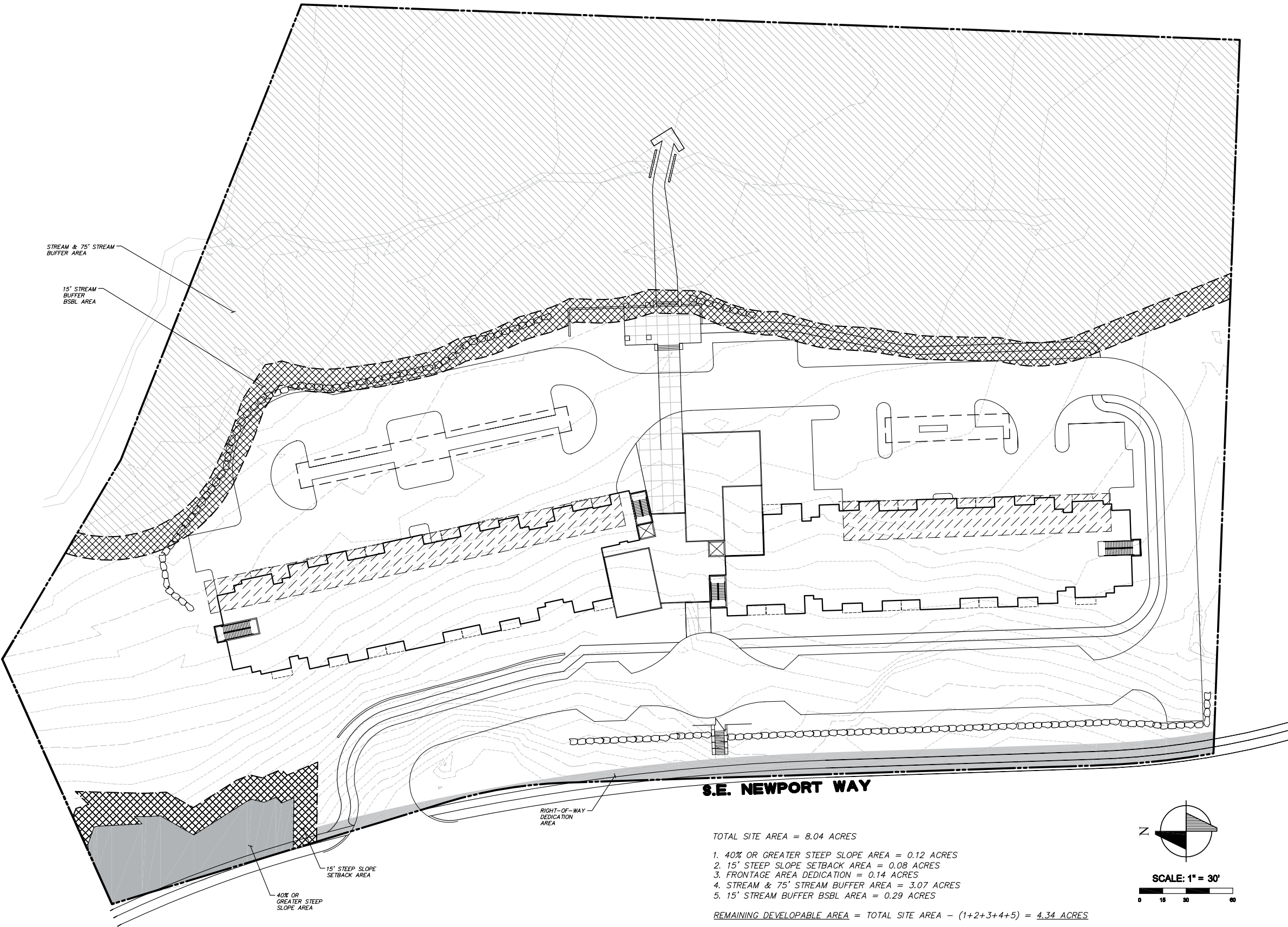
GRADING

Areas of steep slope on the existing site have excluded portions of the site area from the developable area as calculated according to the City of Issaquah standards. The remaining grade difference is accomodated with a new frontage road directly accessed from Newport Way to allow appropriate slope for pedestrians and vehicles on site.

Slopes Table				
Number	Minimum Slope	Maximum Slope	Area (AC)	Color
1	0.00%	15.00%	3.98	
2	15.00%	25.00%	1.31	
3	25.00%	40.00%	0.52	
4	40.00%	100.00%	0.39	
TOTAL:			6.20	



DEVELOPABLE AREA EXHIBIT



DEVELOPABLE AREA

Areas of the site have been excluded from the FAR calculations as they are not developable per the City of Issaquah standards. The Schneider creek buffer has been reduced through the allowance for a 25% reduction with enhancements. Buffer enhancements are intended to be similar in nature to the enhancements on the east side of the creek associated with the Gateway Apartment site.

Areas of steep slope at Newport Way have been excluded from the developable area per the table shown at left.

ARCHITECTURAL CHARACTER

The proposed architectural character is inspired by the rich agricultural history of the Issaquah lowlands. A contemporary interpretation of a farm house vernacular will be employed with the use of traditional textures and simplified building masses common to that typology.

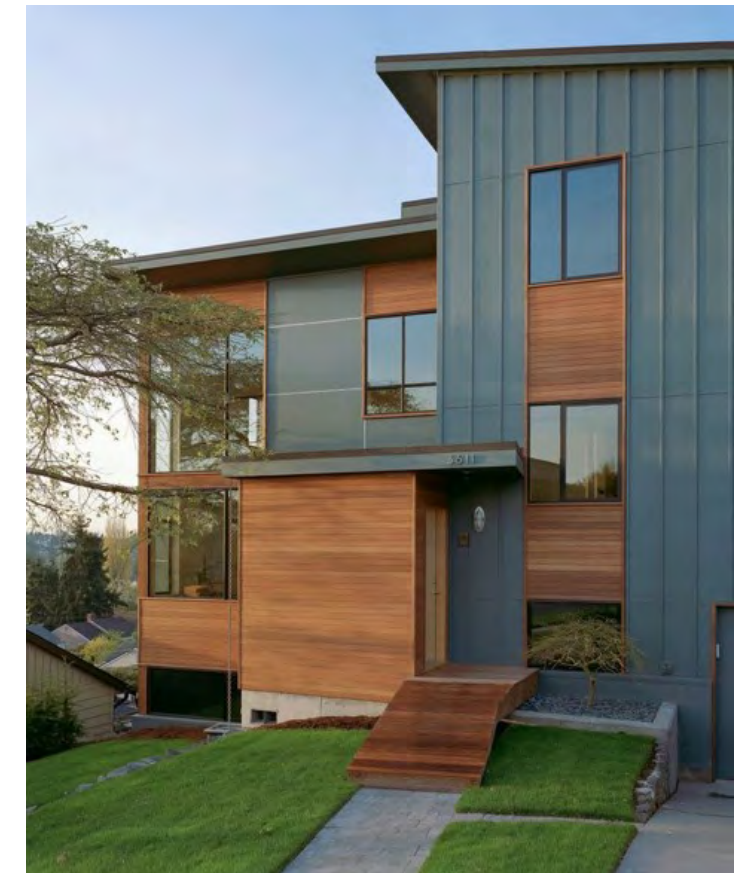
Use of multiple textures and colors on the building will provide modulation and a pedestrian scale to the linear building. Simple elements will vary and repeat across the building to provide interest and variety within a simple massing composition.

Orientation of the building parallel to Schneider Creek on the East and Newport Way to the West, provides an organizational frontage to the surrounding context.

The architecture will be of contemporary northwest design synthesizing lodge and urban character, with elements such as wood siding, exposed beams, stone, and expansive glass.

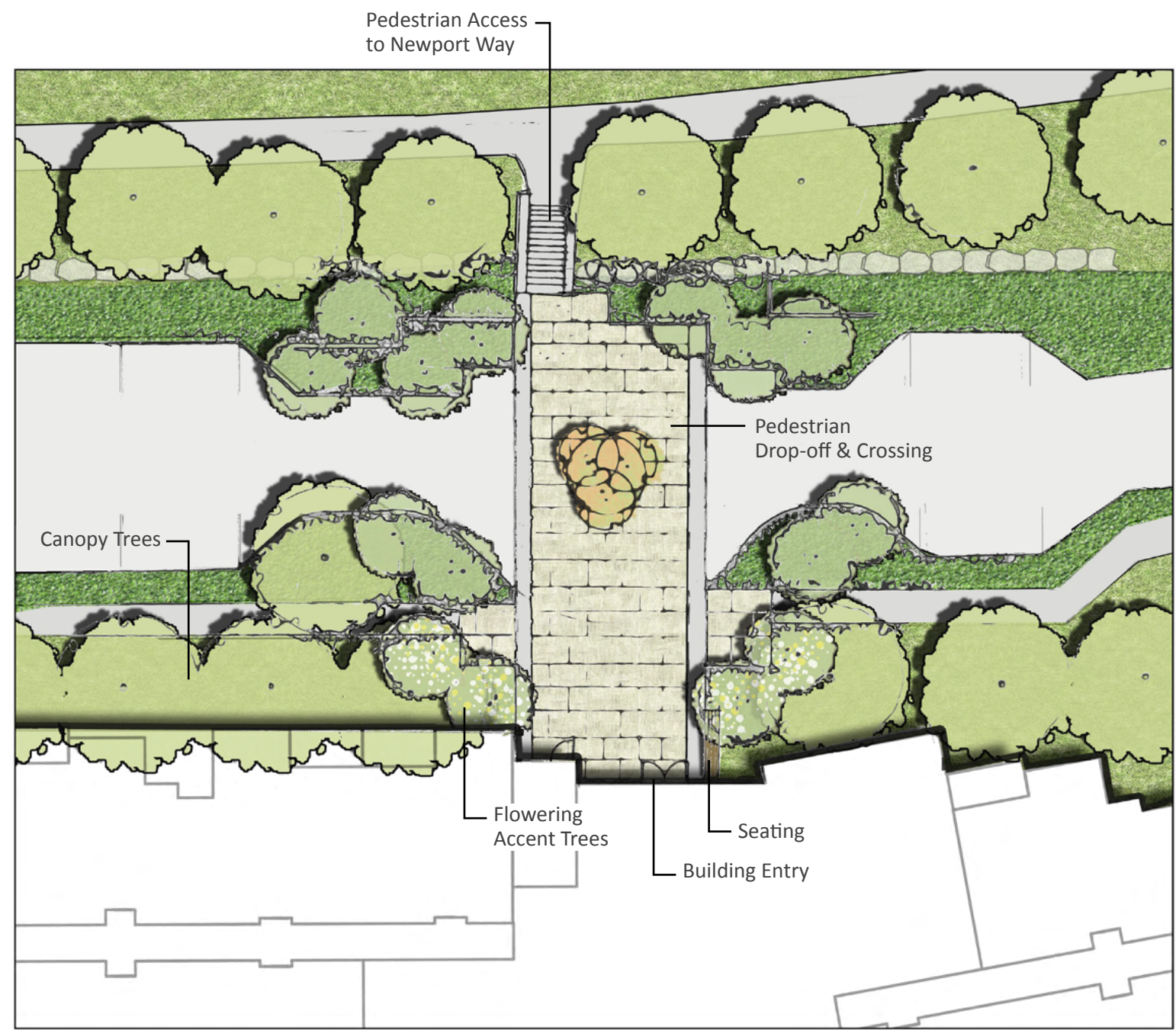


Simple, patterned facades



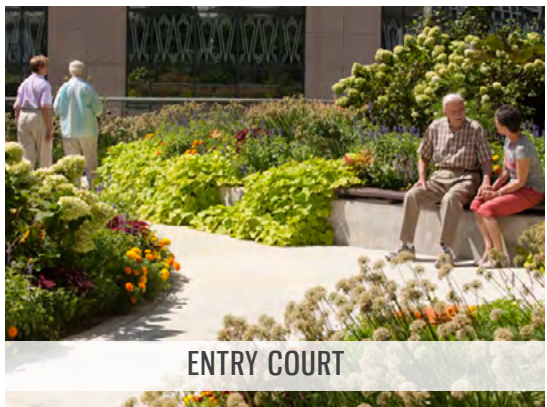
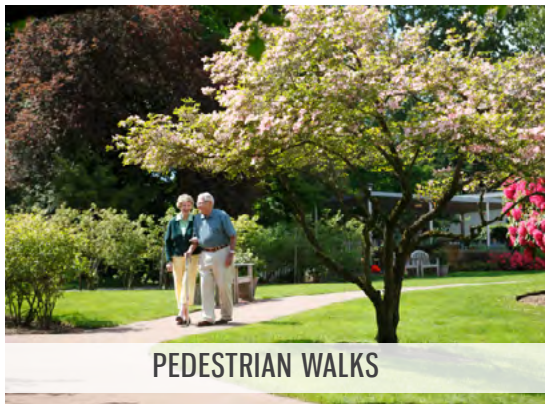
Orthogonal patterning

ENTRY LANDSCAPE

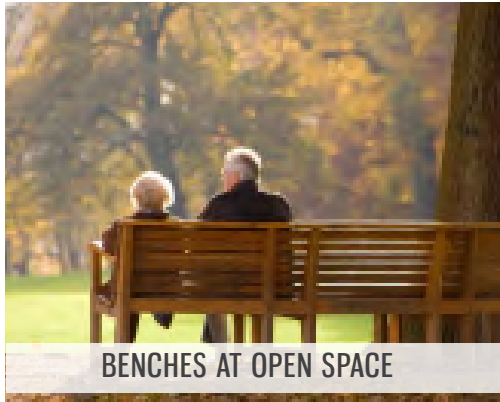
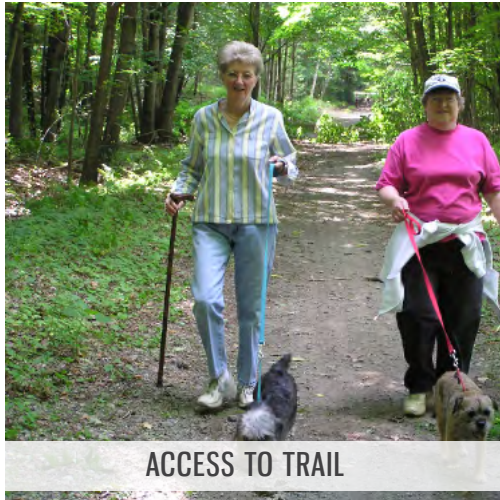


LANDSCAPE NARRATIVE

The landscape design plays an important part in the image of the community. The experience begins with the landscaping along Newport Way creating the vision for the community. Large canopy trees, plantings, and a pedestrian walk will provide an inviting human scale along Newport Way and the entry drive for residents and visitors. At the entrance to the building flowering accent trees, heavy plantings, special pavement, and lighting will create an inviting space with year round interest. Resident parking will be tucked behind the building and under the building. Trellis elements and trees will provide relief and shade for the parking areas. Residential patios along the street edge will activate the streetscape, and provide a pedestrian scale. There will be a community open space and lookout, located along the creek with a trail connection for residents to walk along. This will be a focal point and gathering space for residents and visitors of the community. The area will include a covered area, seating, tables, interpretive information, and flowering accent trees and native shrub plantings.



OUTDOOR COMMUNITY SPACE

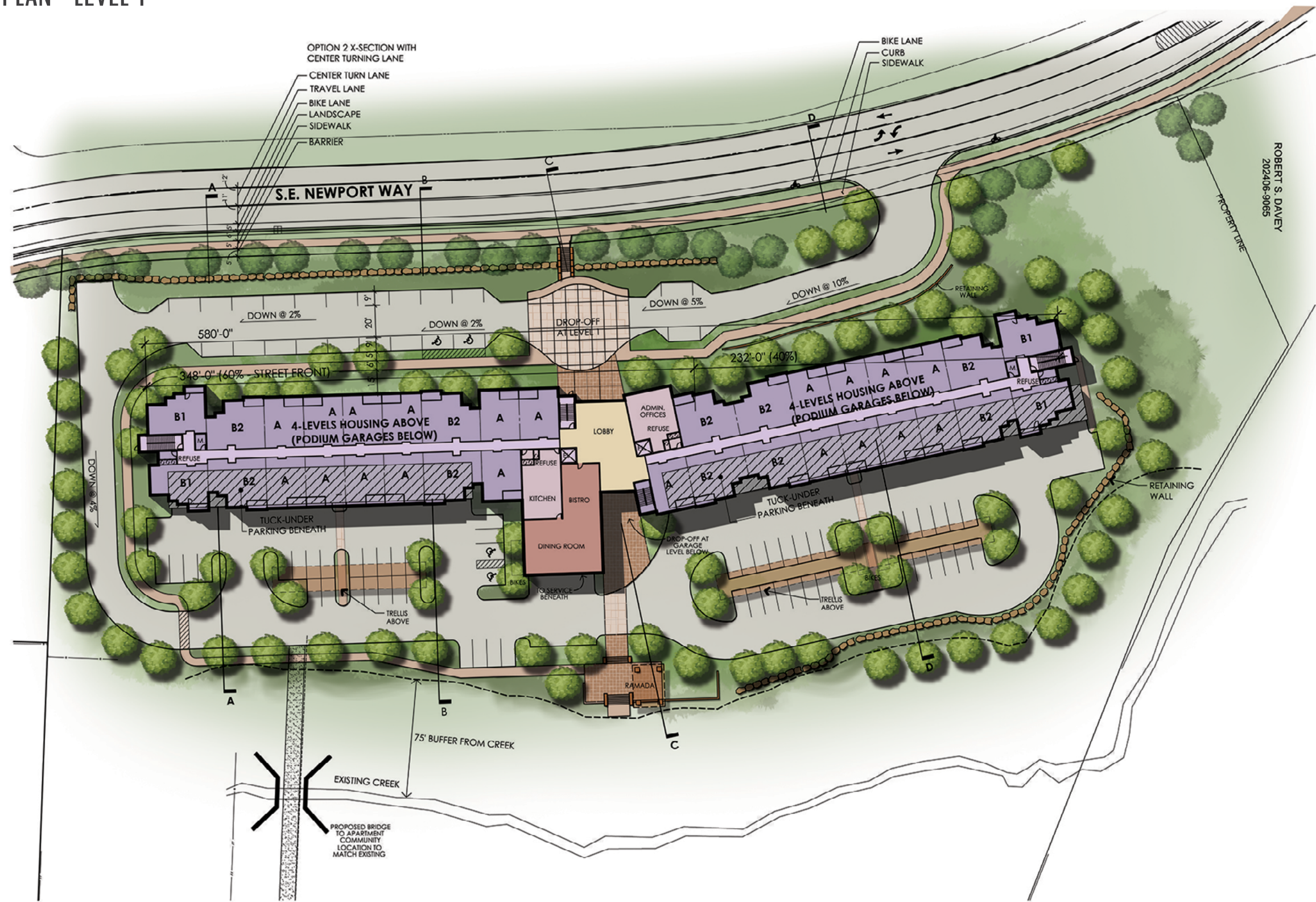


TREE PRESERVATION CONCEPT

All healthy trees in the buffer and setbacks will be saved. 25% of total caliper (dbh) of significant trees in the developable site area will be retained per City of Issaquah IMC 18.12.1385..



SITE PLAN - LEVEL 1



PROPOSED UNIT MIX:

UNIT TYPE	# BED/ BATH	AREA	TOTAL UNITS	% OF UNITS
TYPE A	1 BD/1 BA	726 SF	80	58.8%
TYPE B1	2 BD/1 BA	847 SF	16	11.8%
TYPE B2	2 BD/2 BA	980 SF	40	29.4%
TOTALS			136	100%

PARKING DATA:

	per/DU	QTY
GARAGE	.28	39
SURFACE	.56	76
TOTAL	.84	115

BIKE PARKING DATA:

	per/BR	QTY
TOTAL (192 BR)	.15	29

PARKING SPACE SIZES:

TYPICAL SPACES	9'-0" x 18'-0"
HANDICAP PARKING SPACES	11'-0" x 18'-0"
TUCK-UNDER GAR. SPACES	11'-0" x 21'-0"

BUILDING FLOOR AREAS:

1ST FLOOR RESIDENTIAL	32,970 S.F.
1ST FLOOR COMMERCIAL	6,881 S.F.
1ST FLOOR BALCONIES	2,526 S.F.
TOTAL	42,377 S.F.

2ND FLOOR RESIDENTIAL	33,383 S.F.
2ND FLOOR BALCONIES	2,526 S.F.
TOTAL	35,909 S.F.

3RD FLOOR RESIDENTIAL	32,970 S.F.
3RD FLOOR BALCONIES	2,526 S.F.
TOTAL	35,496 S.F.

4TH FLOOR RESIDENTIAL	32,970 S.F.
4TH FLOOR BALCONIES	2,526 S.F.
TOTAL	35,496 S.F.

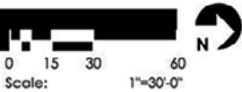
BUILDING TOTALS

RESIDENTIAL	132,293 S.F.
COMMERCIAL	6,881 S.F.
BALCONIES	10,144 S.F.
TOTAL	149,278 S.F.

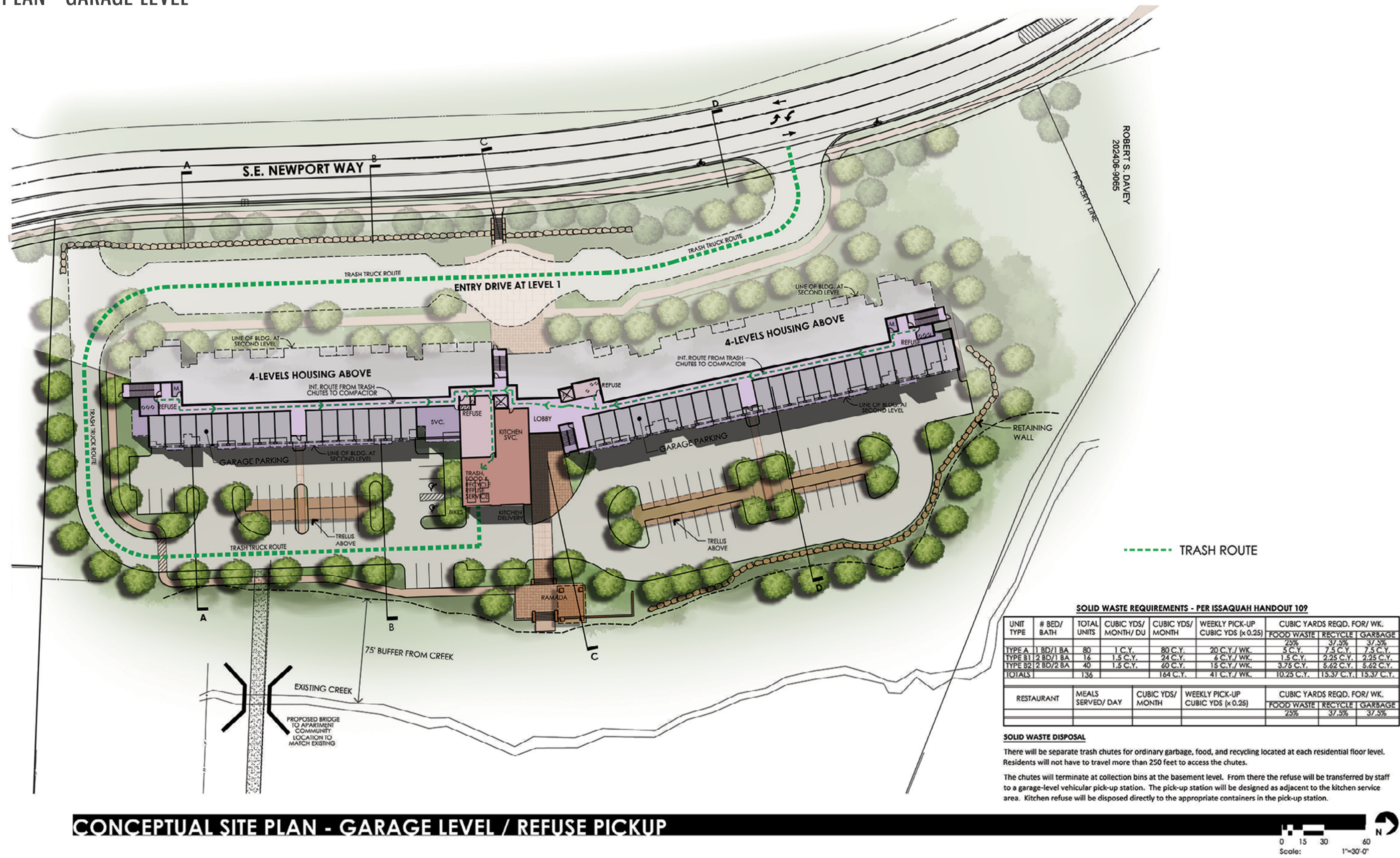
FLOOR AREA RATIO CALCULATION:

TOTAL BUILDING AREA	149,278 S.F.
NET BUILDABLE SITE AREA	189,050 S.F.
F.A.R.	.789

CONCEPTUAL SITE PLAN - LEVEL 1

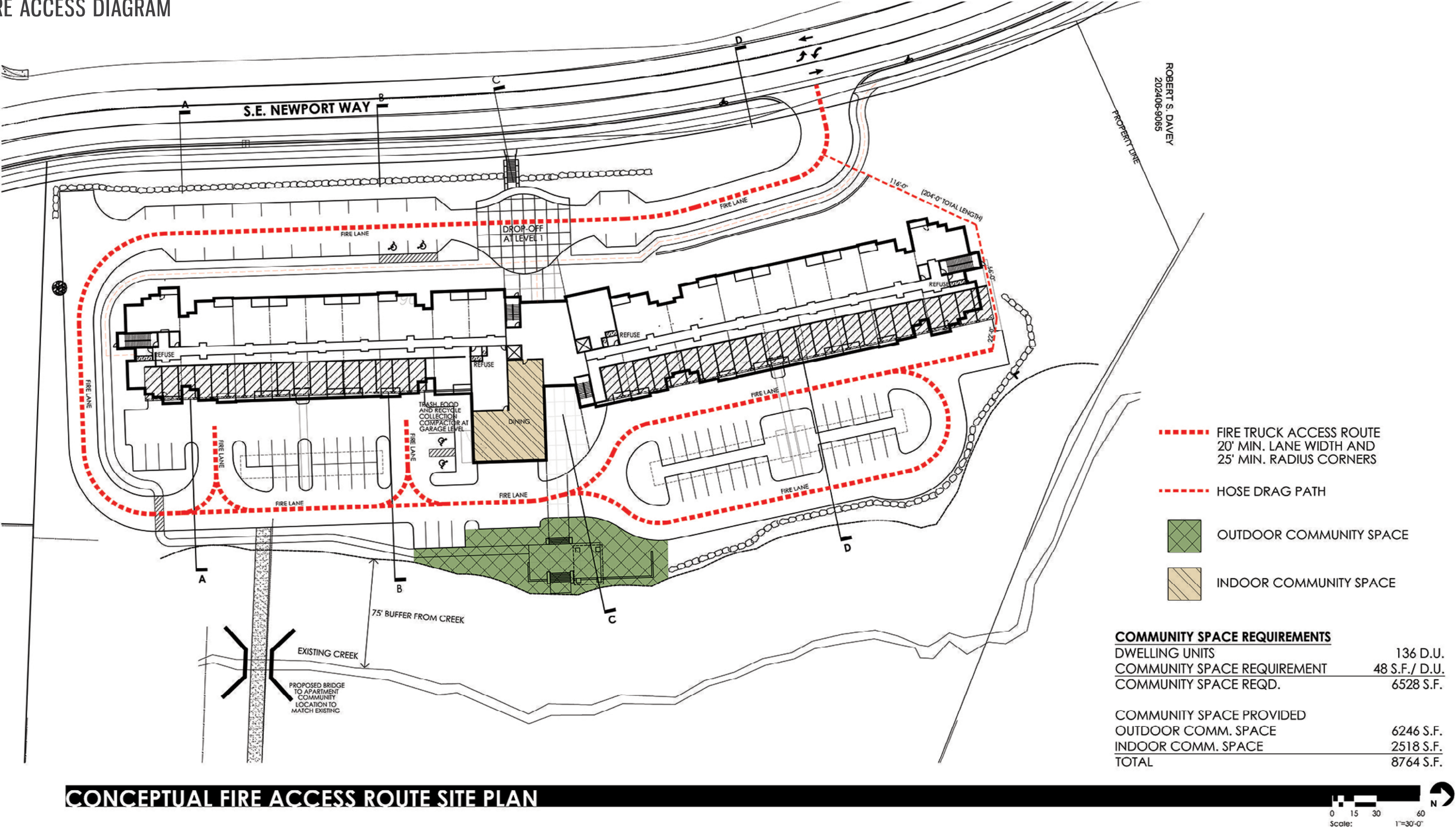


SITE PLAN - GARAGE LEVEL

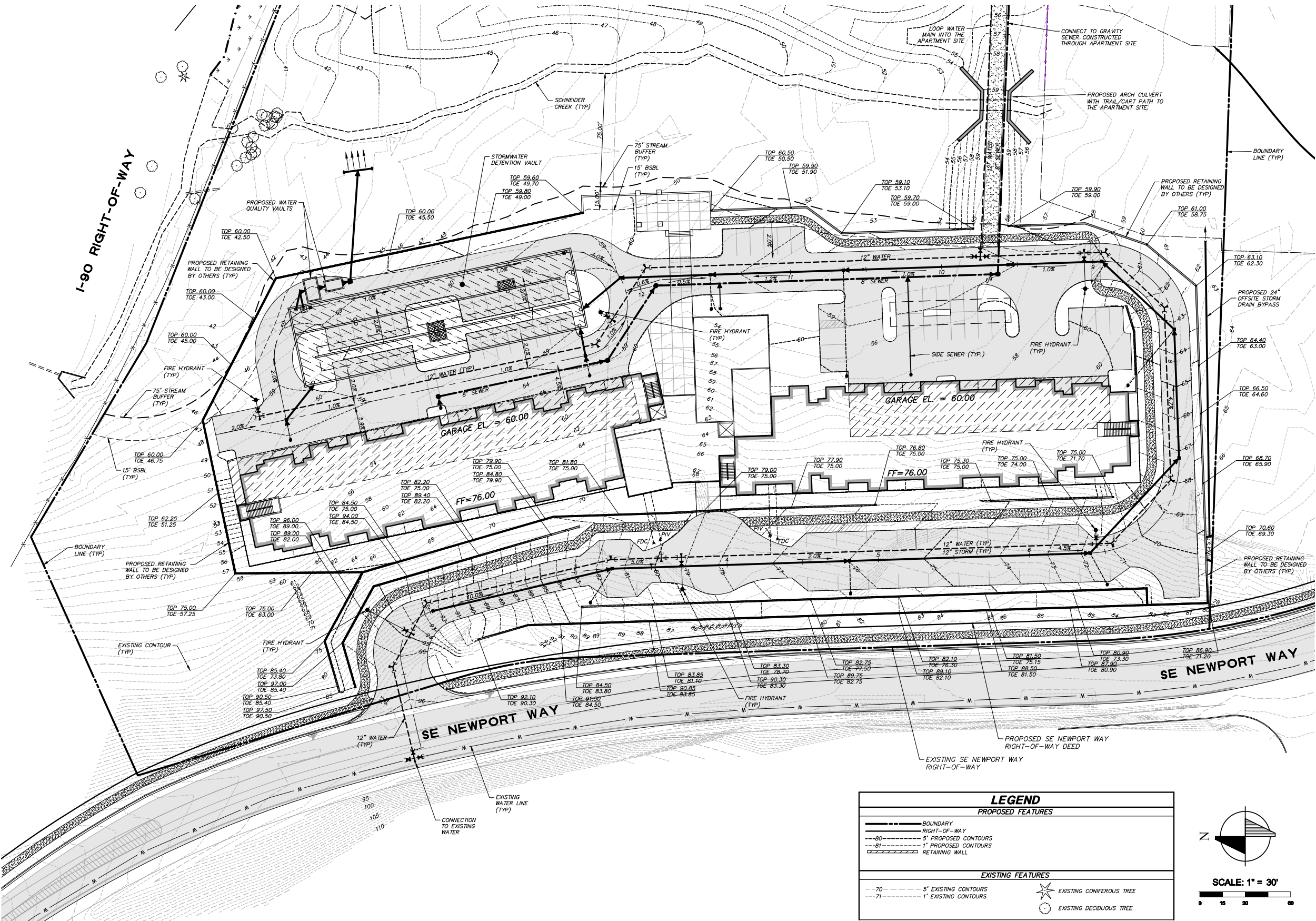


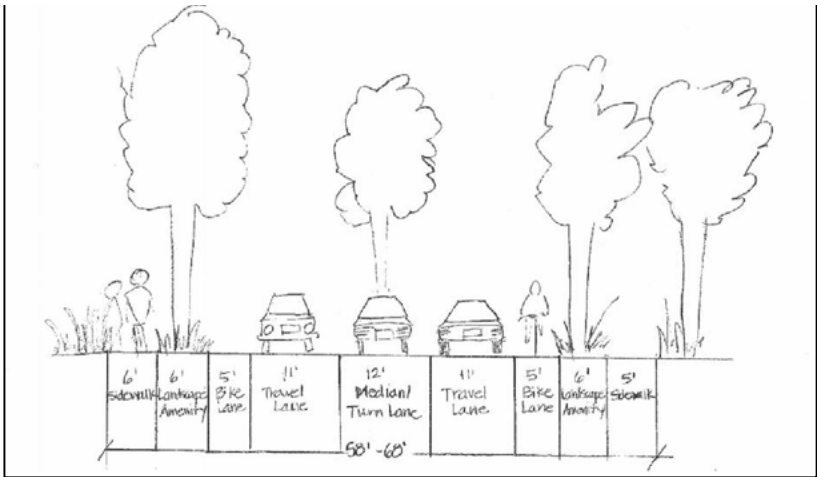
CONCEPTUAL SITE PLAN - GARAGE LEVEL / REFUSE PICKUP

FIRE ACCESS DIAGRAM



PROPOSED GRADING & UTILITY PLAN





CITY OF ISSAQUAH STD T-20

$$L = WT \times S_{SL}$$

WT (OFFSET WIDTH) S_{SL} (DESIGN SPEED)

$$WT = 12'$$

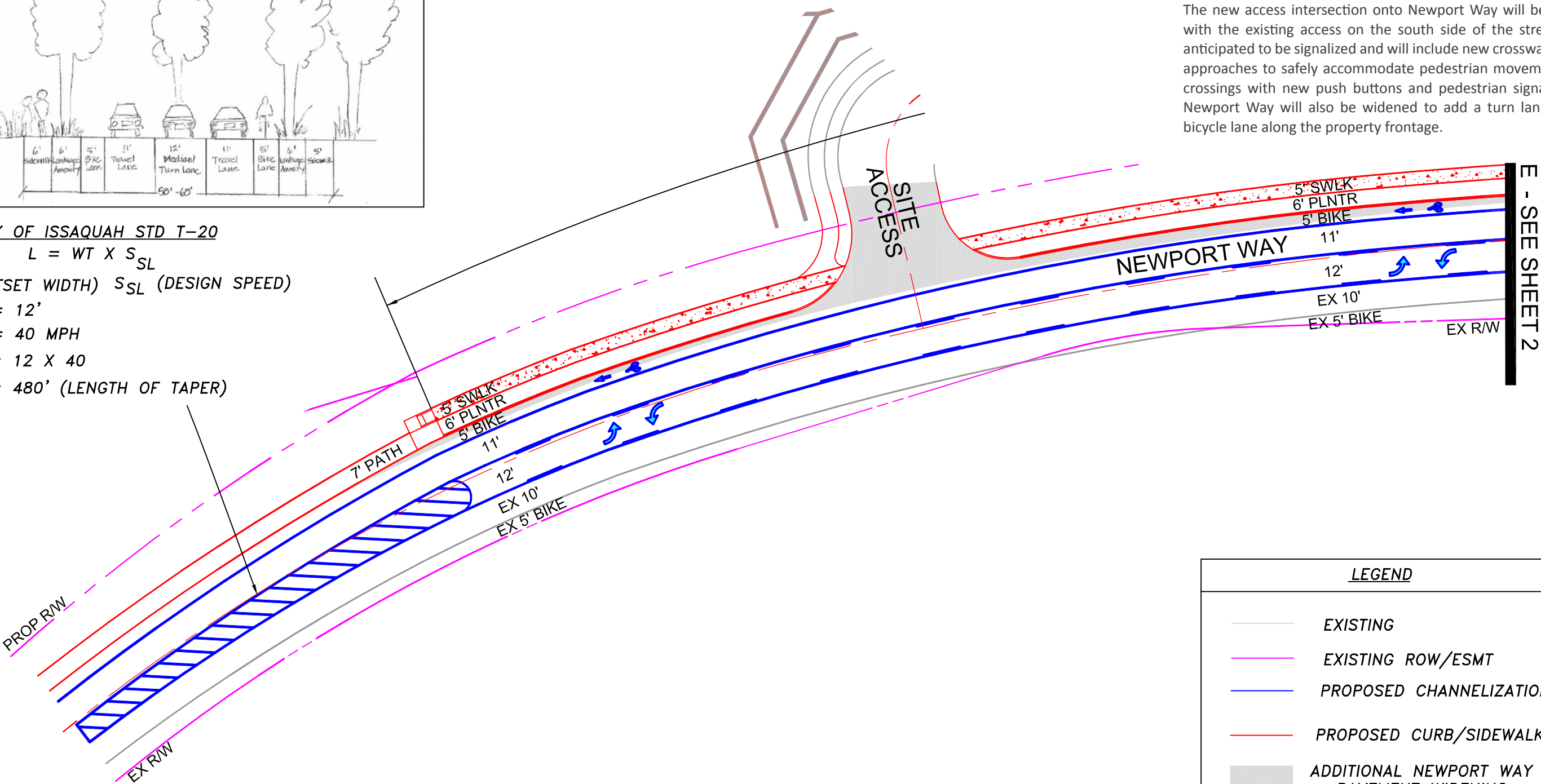
$$S_{SL} = 40 \text{ MPH}$$

$$L = 12 \times 40$$

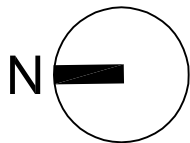
$$L = 480' \text{ (LENGTH OF TAPER)}$$

NEWPORT WAY IMPROVEMENTS

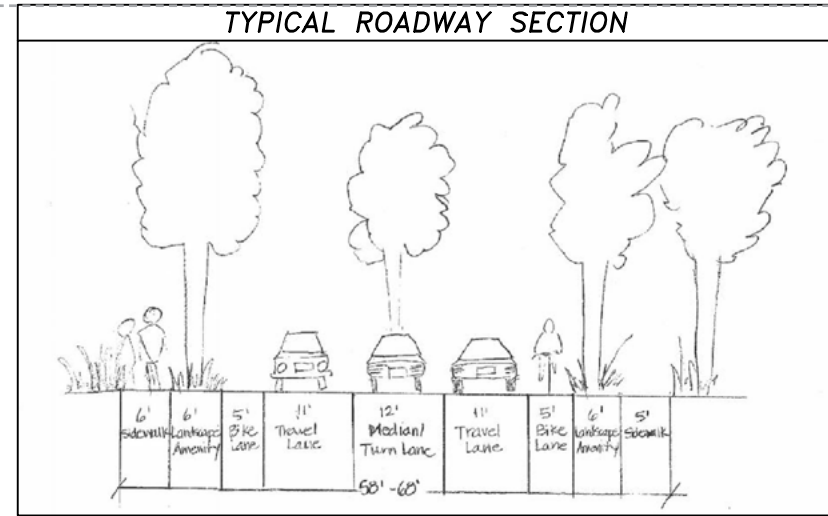
The new access intersection onto Newport Way will be aligned with the existing access on the south side of the street. It is anticipated to be signalized and will include new crosswalks on all approaches to safely accommodate pedestrian movements and crossings with new push buttons and pedestrian signal heads. Newport Way will also be widened to add a turn lanes and a bicycle lane along the property frontage.



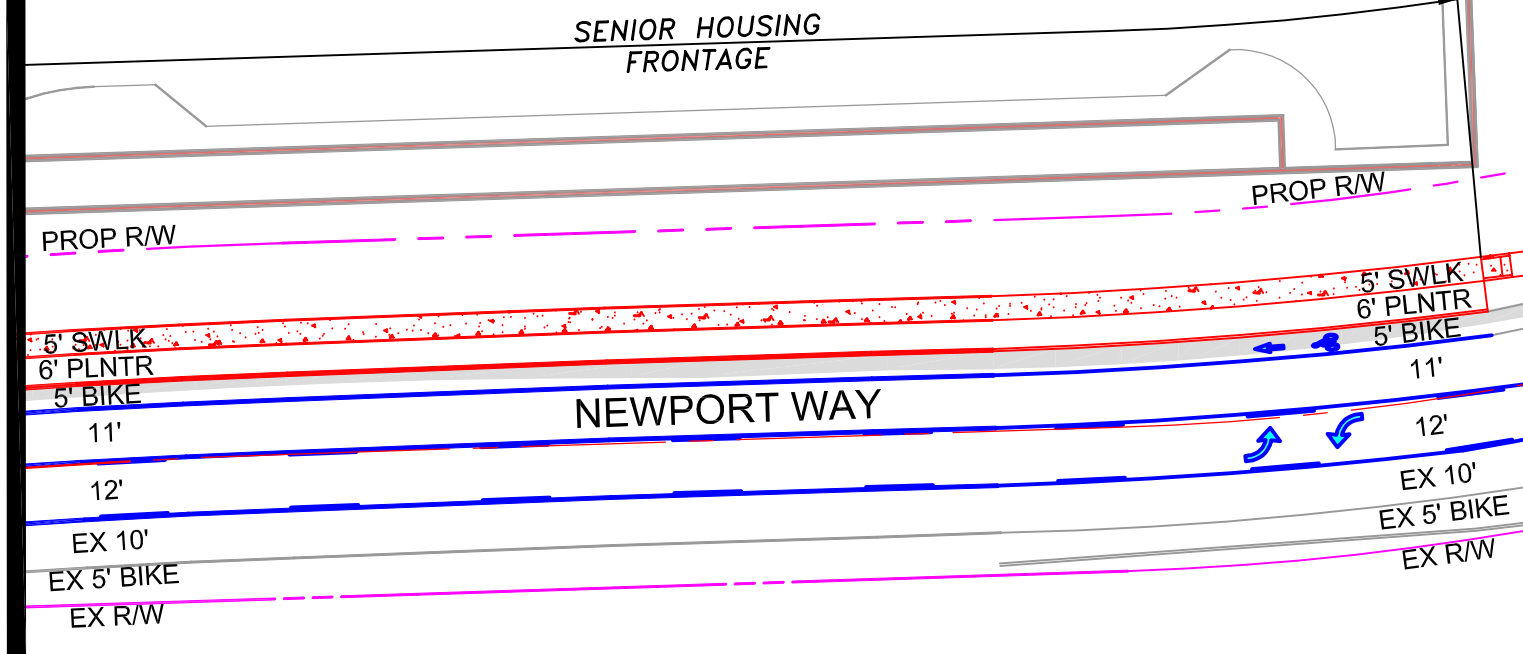
LEGEND	
	EXISTING
	EXISTING ROW/ESMT
	PROPOSED CHANNELIZATION
	PROPOSED CURB/SIDEWALK
	ADDITIONAL NEWPORT WAY PAVEMENT WIDENING



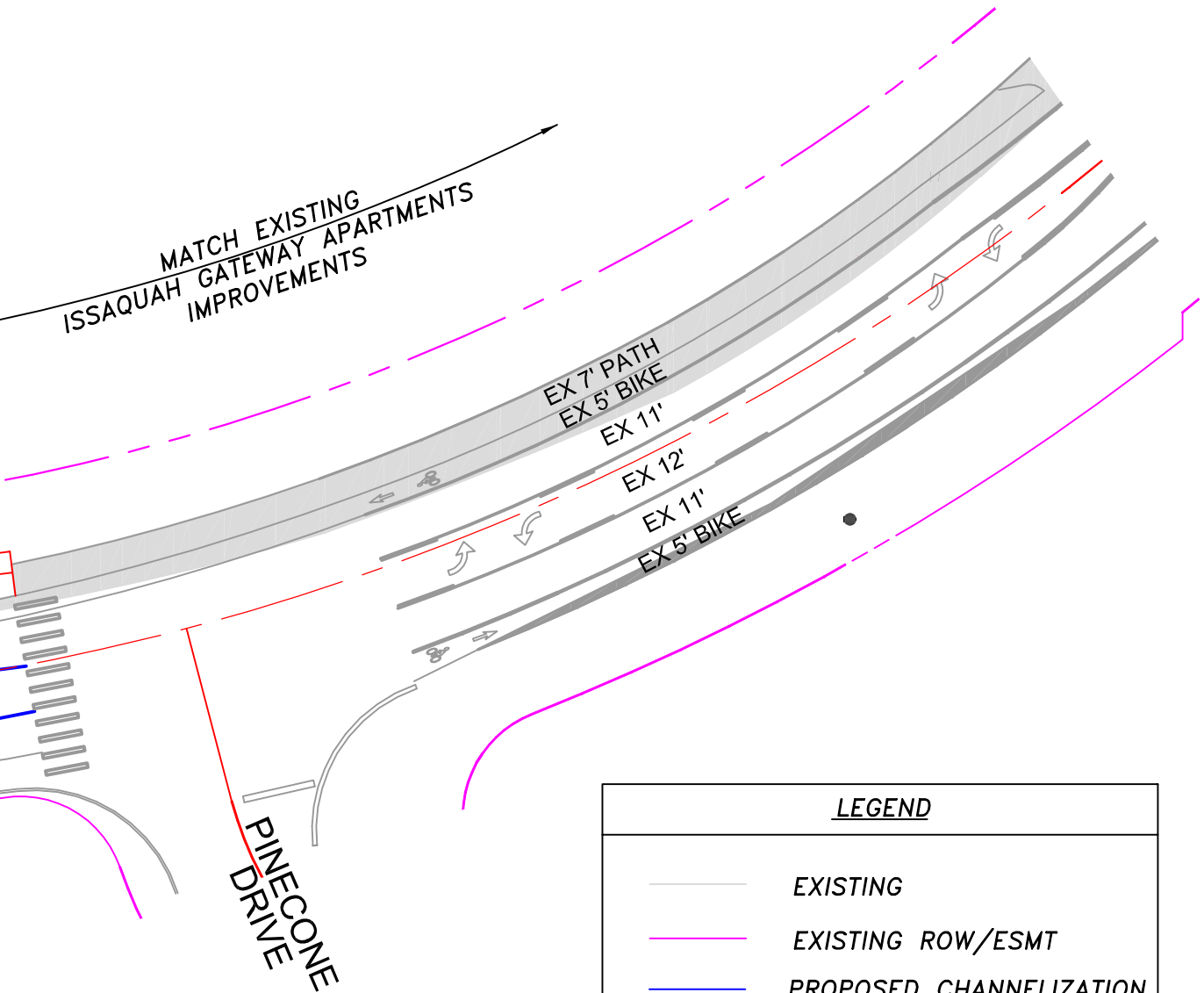
DATE: 05/11/2015	 Transportation Engineering NorthWest <small>Transportation Planning Design Traffic Impact & Operations 11400 SE 8th Street, Suite 200, Bellevue, WA 98004 Office (425) 889-6747 Project Contact: Chris Bickel, P.E. Phone: 425-250-5002</small>	NEWPORT GATEWAY SENIOR HOUSING ISSAQUAH, WASHINGTON	SHEET 1
		FRONTAGE AND ACCESS IMPROVEMENTS	OF 2



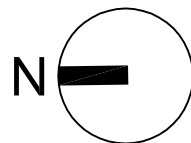
MATCH LINE - SEE SHEET 1



MATCH EXISTING
ISSAQUAH GATEWAY APARTMENTS
IMPROVEMENTS



LEGEND	
	EXISTING
	EXISTING ROW/ESMT
	PROPOSED CHANNELIZATION
	PROPOSED CURB/SIDEWALK
	ADDITIONAL NEWPORT WAY PAVEMENT WIDENING



0 40
HORIZONTAL SCALE
IN FEET

DATE:
05/11/2015

TENW

Transportation Engineering NorthWest

Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
Project Contact: Chris Bicket, P.E.
Phone: 425-250-5002

NEWPORT GATEWAY SENIOR HOUSING
ISSAQUAH, WASHINGTON

FRONTAGE AND ACCESS IMPROVEMENTS

SHEET
2

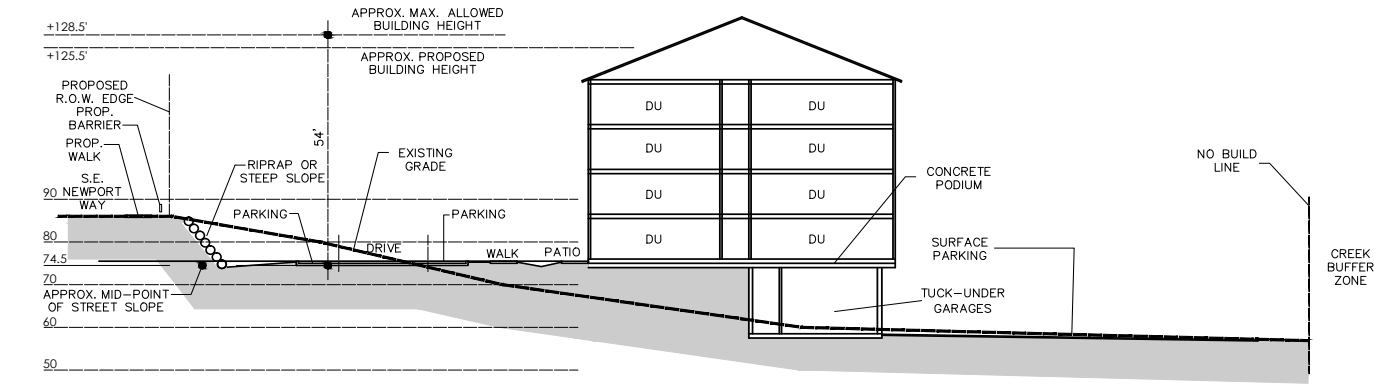
OF
2

BUILDING HEIGHT INTERPRETATION

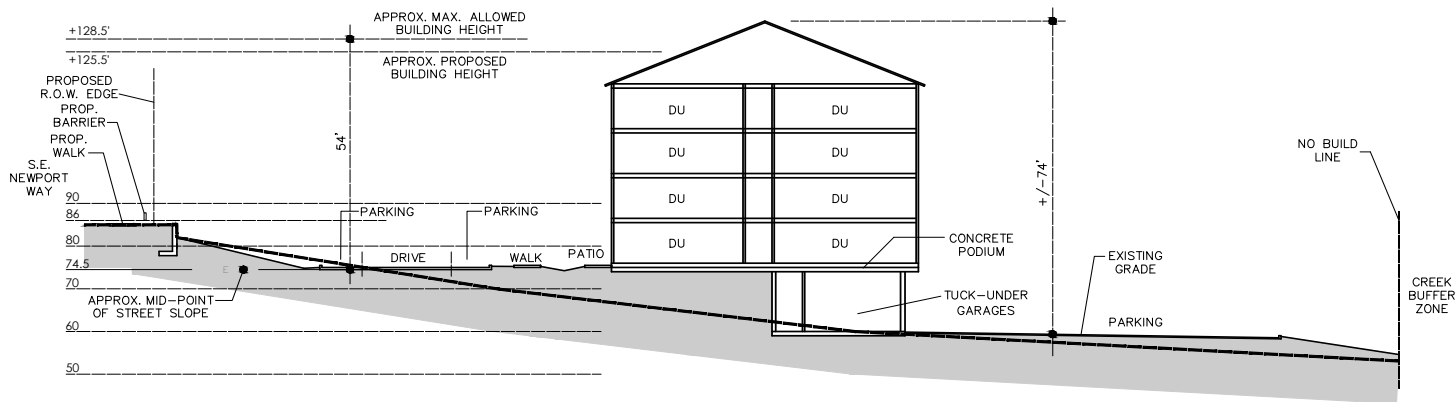
The applicant would like to request an interpretation of the method for determining average grade as described in IMC Chapter 18, Appendix 1A.

Due to geotechnical ground conditions, poor soil, steep slope and limited access from Newport Way, the site will be regraded prior to building construction. Thus, the existing grade will not be evident or relevant after the site grading is complete.

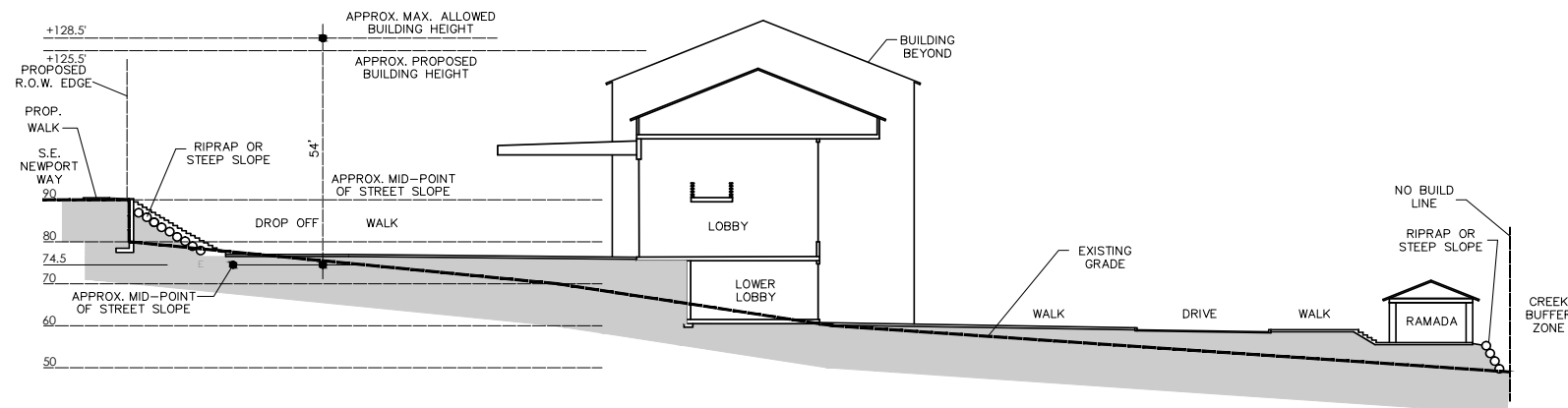
Therefore the development would like to propose that building height be measured from the new street grade. It is understood that this method for determining height is a forthcoming code amendment.



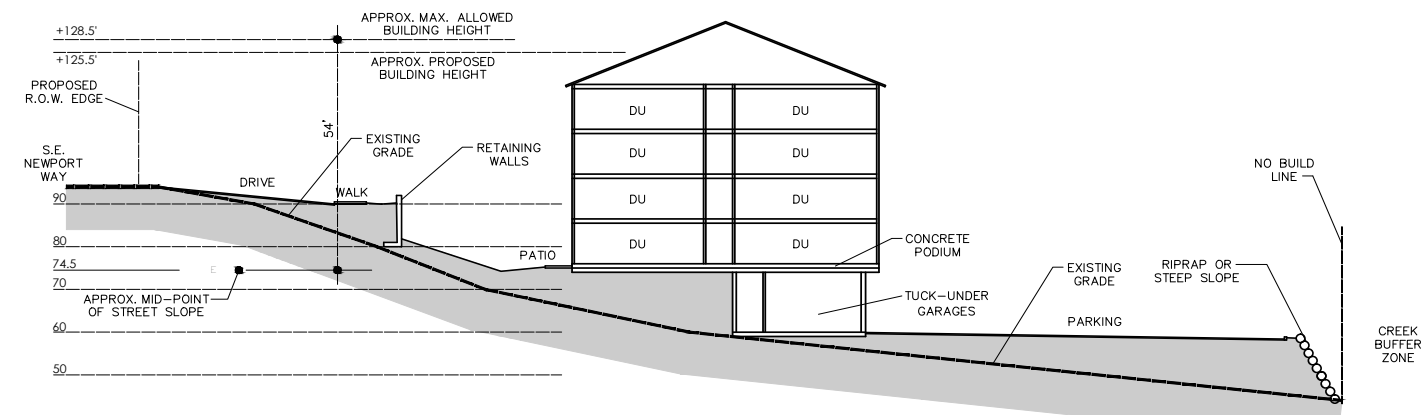
SECTION A



SECTION B



SECTION C



SECTION D

TYPICAL SECTIONS AT BUILDING - SEE PAGE 13 FOR PLAN REFERENCE